

The Washington Times

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1919

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SECTION TWO.



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ROGES STREET CAR SERVICE VALUOUS PLAN

Citizens' Federation Head Asks Congress to Appoint Commission to Direct Operation.

Heads of Citizens' Federation will propose to Congress the passage of a law virtually merging the two street car companies under the service-at-cost plan, security holders to be paid guaranteed returns.

By BILL PRICE.

Convinced that there will be years of wrangling and discord in the street car situation of Washington unless Congress acts, President Westlake, of the Federation of Citizens' Association, will send to Senators and Congressmen letters asking their consideration of the creation of a commission for the operation of District street railways on a service-at-cost plan, the security holders of each to be guaranteed reasonable returns after fair valuations are completed.

Mr. Westlake does not suggest municipal ownership, but he would create in the commission unlimited power to direct operation of both systems as ONE. While the actual operation would remain in the hands of the railway companies, the FINAL WORD would be with the commission. The revenues would go into a central fund, the cars would be rented for the best interests of the public, regardless of ownership, and the people would not have cause for suspicion that funds were being diverted to purposes not having public approval.

A Service at Cost.

The idea of Mr. Westlake, on which he is seeking to have Congress express opinions, is something of the order of the Cleveland, Ohio, plan. There the owners of the railway lines continue nominal operation, but it is done under strictest municipal control and the effect is practically municipal operation, with the voice of the people constantly heard.

Under this Cleveland plan the stockholders are assured a guaranteed return of 6 per cent—no more, no less. The rate is guaranteed or bonus as is necessary to obtain revenue for this guarantee and to purchase rolling stock and improve roads. In Cleveland today the street fare is 5 cents with 1 cent for transfers. At the beginning of the war the fare was 3 cents. Cleveland had a bitter fight for ten or twelve years until the municipality obtained such control as enabled THE PEOPLE, not the stockholders, to dominate street car operation. The stockholders are happy because they know that they will have a certain return.

In Mr. Westlake's opinion Congress has absolute power to direct consolidation, through valuation, of the street railway properties. It has no power to compel the two lines to merge and probably is in no temper now to authorize the wisest step—municipal ownership. Mr. Westlake believes it would be better to effect a consolidation, under his proposed plan, than to pass to such an extent the railways would fight a law in the courts and involve a hold-up of a proposed measure of relief.

Badness to Good Relations. "Every man who has studied the railway situation in Washington," said Mr. Westlake, "knows it is retarding the development of Washington, disrupting good relations between the utility corporations and the public, and will continue to interrupt that general cooperation so vital to the future of the city."

"With two separate street car systems having such a wide disparity of financial and physical prosperity, there will continue to be in this city for years to come a constantly recurring question of distinct rates. Operated as one system a uniform rate would prevail all over the District. Operated by a separate commission authorized by Congress, under a service-at-cost plan, the people would have confidence, suspicions would be removed and there would be opportunity for one of the lines to be brought up to a standard of efficiency that would mean much for the welfare of the District and the people."

With two independent car lines in the District no plan that can be arranged, unless by Congress itself, will furnish relief agreeable to the public. A straight 6-cent fare on both lines, which the public seemingly prefers to anything else, if the Washington Railway and Electric Company must again be given relief, would increase the prosperity of the Capital Traction and still leave the W. R. & E. in second place as a public service corporation.

May Unite on Proposed Plan. The railway authorities of both lines may be willing to accept the service-at-cost idea. The great hitch would be on the subject of valuations, because returns could not be paid until valuations were made and agreed to. If the valuations were regarded by the companies as confiscatory they would not hesitate to go to the courts and prevent prompt operation under a new law. They are both fighting the tentative valuations found by the Utilities Commission and will appeal to the courts. They claim that the valuations are far too low.

Congress has wide powers in the District and might take drastic steps in directing operations of the roads under valuation to be fixed by a commission, pending appeals that might be taken to the courts.

MACHINE SHOP WORKERS men who are physically fit and qualified for work that requires painstaking accuracy are offered good jobs by

TIMES WANT ADS

Even Congress Enters Competition to Find Name for Loan Ship

Even the senate Capitol is taking time away from its duties to show an interest in The Times request for a name for the District's Victory ship. Congressman J. T. Watkins of Louisiana suggests, "Overtop" as a new name, and Indiana "Victory" as being a good one.

Some of the other new names coming in are John Paul Jones, Lafayette, Ticonderoga, Hawker, Mary Belle, Tomahawk, York, and Black Cloud.

Another friend, wanting the District to have a little prominence in the name, sends us "D. C. Constitution" and "D. C. Ironsides."

"Salvation Army" has been one of the popular names lately suggested.

LIVING COST PROBE BEGINS NEXT WEEK

Senator Sherman, chairman of the District Committee, announced today that the investigation into the high cost of living in the District would not begin until next week. This was stated at a meeting of the committee today.

A mass of data, compiled by the Department of Commerce, will be put before the committee by that time, Senator Sherman said, and will make a comparison of prices in Washington with prices elsewhere. Owing to the Fourth of July intervening, it was decided to wait until next week to begin the investigation.

Senator Calder's bill to establish a zoning building system in the District also will be taken up by the committee next Monday.

ONE DEAD, SIX HURT IN SUNDAY BRAWLS

One negro is dead and six are in various hospitals in Washington today as a result of gun and knife fights between colored men and women yesterday and last night.

The police are seeking John Gentry, who, it is alleged, stabbed Charles Tolson to death in a fight at 433 N. Park street last night. Tolson died in Emergency Hospital.

Taylor Driver, of 1821 Virginia avenue northwest, is being sought by police officer H. T. Minkel, who alleges that he assaulted Nettie Driver, of 2120 New York avenue northwest. When arraigned before Judge Aukerman in the United States branch of Police Court this morning, Anderson Jones, who fractured the skull of Victoria Brown, at 497 Cullinane court southwest last night, had his case continued because the woman was not in a condition to leave Crank Hospital.

Walter Myers, who stabbed Frank Chance, 907 Desmond court, was held for the action of the grand jury. Charles Jordan was shot in the hip by Lizzie Templeton in a fight at 241 Third street northwest.

After receiving word that the police were looking for him, Samuel Robinson, who shot Sam Grant, was in the left chest with a .45 caliber army revolver Saturday night, gave himself up to the police last night.

3 KILLED, 3 HURT IN ACCIDENTS HERE

Certificates of accidental death were issued by Coroner Nevitt today in the cases of three persons who died in Washington yesterday after accidents, which took place while they were at work.

Dodie Baldwin, of 1406 B street, was injured when a gas tank fell from a float at which he was pumping near Driftwood, Md. His body was recovered. Walter Smith, while collecting the streetcar fares, was killed when he was struck by a car at the intersection of C street and the Potomac River.

Two colored men were drowned in the Potomac. Herbert Williams, of 3068 C street northwest, fell from a float at which he was pumping near Driftwood, Md. His body was recovered. Walter Smith, while collecting the streetcar fares, was killed when he was struck by a car at the intersection of C street and the Potomac River.

Three persons were seriously injured in other accidents. Mrs. Nellie Melcher, of 1315 Emerson street northeast, is thought to have fractured her skull when she fell down the stone steps of a Chinese restaurant on Ninth street. She is in Emergency Hospital.

Harry Ruffell, of 212 A street northeast, was taken to the Casualty Hospital unconscious early this morning. A mail truck in which he was driving turned turtle when rounding the corner at First and G streets northeast. He was severely injured, but his condition is not critical.

Money means work. Don't labor for trivialities. Save your labor and buy stamps.

WOULD EXHIBIT IN DISTRICT IS IN HOUSE

John Barrett, director general of the Pan-American Union, will appear on Wednesday next before the House Committee on Industrial Arts and Exhibitions to discuss the bill by Congressman Davis of Minnesota, to establish in the District of Columbia the International Exposition of the United States of America.

Chairman Oscar Bland of Indiana has called a special meeting of the committee to hear Mr. Barrett, who has had wide experience in such matters. The Pan-American Union represents more than twenty North and South American republics, each of which would be expected to participate in the permanent exposition proposed for land across the Potomac.

Congressman Fritz G. Lanham of Texas, member of the Industrial Arts and Exhibitions Committee, yesterday sent a copy of the Davis bill to Gov. W. P. Hobby, of Texas, with the request that the governor lay the matter before leaders in the Lone Star State.

"Should Advise States." "If we intend for the States to have State buildings at the proposed exposition, we should let them know in advance some of the things we propose to do," Mr. Lanham said.

"The plan is a good one, but before we take steps to virtually blacklist a State which does not put up a building at the exposition, we should let the States know in the formulation of the legislation."

Two sites for the proposed exposition have already been proposed. The Government owns about 500 acres of land, across the Potomac river, near the Department of Agriculture's experiment station, that could be used for the exposition.

Another site proposed is the 1,000-acre park that is being developed in the vicinity of what is known as Anacostia Flats. The Government has already expended several hundred thousand dollars reclaiming this property and an additional appropriation of \$100,000 has been made by the present Congress.

Chairman Bland suggests that a committee be named to consider sites and make preliminary surveys before the District makes its final report to Congress.

Several cities are already discussing international exhibitions, and this fact has been an incentive for the House Committee to speed up action on the Davis bill.

D. C. DOGS BITE 208 PERSONS IN YEAR

Two hundred and eighty-eight men, women and children were bitten by dogs in the District between July 1, 1918, and June 29, according to a statement from the District Health Department today. This statement accompanied a proclamation from the District Commissioners ordering all dogs muzzled beginning July 9.

During the same period forty-one dogs presenting clinical symptoms of rabies were sent to the Bureau of Animal Industry, Department of Agriculture, for examination to determine whether the animals were suffering with the disease at the time of death.

Twenty-four were declared to have rabies and seventeen negative to rabies. Twenty-six persons were bitten by dogs with rabies and ten were bitten by dogs negative to rabies.

Three of the dogs found positive for rabies had been bitten by dogs which were suspected of having rabies, or as a precautionary measure, were given the Pasteur treatment.

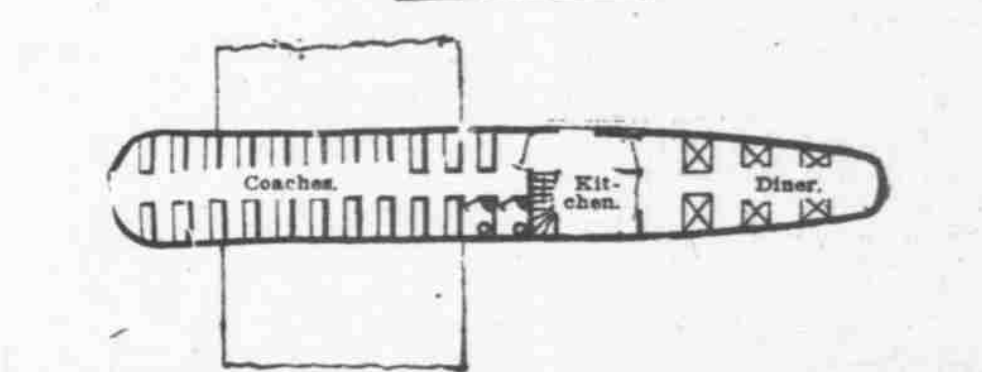
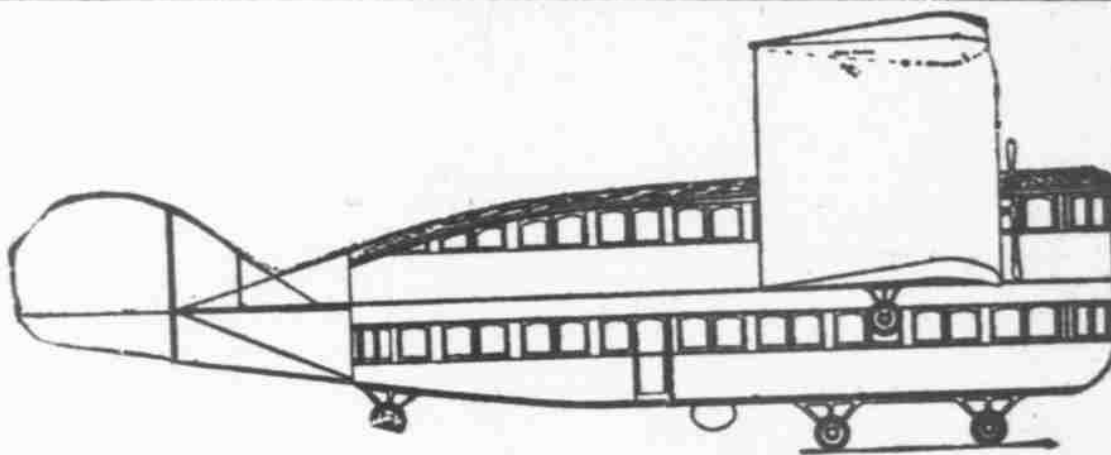
"LOST BATTALION" TO BE SEEN IN FILM

A film reproduction of the fight in the Argonne forest of "The Lost Battalion" of the Seventy-seventh division, will be shown here tomorrow night at 8:30 o'clock in the ball room of the New Willard as the feature in an entertainment given by the National Press Club. This is the first time the picture has been shown, and it is stated that members of the famous battalion survived the battle will be among the guests to see themselves in the camera.

At the request of the survivors of Lieutenant Colonel Whittlesey's battalion, upon their arrival in the United States from France, they enacted before the camera the battle in the forests of the Argonne which made their organization famous.

Major General Alexander, who commanded the Seventy-seventh division in France, his staff, and military and state officials of Washington are among the invited guests.

50-Passenger Airplane Invented by Washington Man



Plan of lower floor of the car on newly designed plane for trans-Atlantic passenger service.

The forward part of the seventy-foot car contains twenty-one double Pullman car seats. Just behind this are two bathrooms and the stairway to the upper floor. The kitchen is located just opposite the door to the machine. In the rear end is the dining room with tables for twelve passengers.

ARMY ENGINEERS TO 'SHOW OFF' TONIGHT

An exhibition of war trophies and engine equipment of troops on active service will be open to the public this afternoon and evening at the entrance to the Washington battalion camp ground, in Potomac Park near the municipal bathing beach.

Included in the exhibition of equipment will be the portable engineer made shops, which will be in operation and open to inspection. Capt. Lou M. Louis, United States engineers, is in charge of the demonstration. He has stated that the various schools in the Washington grounds, where Secretary of War Baker and Secretary of Navy Daniels will decorate them with the medals provided by the citizens of the District.

Brigadier General Simms who has charge of registering those to receive the medals is calling for more persons to register. Up to the present time about 10,000 men have signed up. A registration both is open at the national guard armory, 472 L street northwest.

War Workers To Join. The heads of the committees of the Parent-Teachers' Association, who are in charge of the human flag demonstration, have called a meeting at the Old Central High School, Seventh and O streets northwest, all day tomorrow. At this meeting capes, caps, and tickets to admission to the human flag stand will be issued. Women who cannot attend this meeting are asked to send for the number of capes, caps, and tickets they need.

Not only will children be part of this human flag, but girls from the various Government departments. This is the program as outlined by Colonel Harper today:

At 10 o'clock a concert will be given by the Marine Band lasting for a half hour. At 10:30 the 19,000 men and women of the District who were in the war will march into the Monument grounds in platoons, twenty-four in a platoon. When they are all assembled either Secretary Lane or Vice President Marshall will read a proclamation from the President. This proclamation will be read, especially to forty-eight young men and forty-eight young women who have just reached twenty-one years old, and it will continue to them their duties as citizens.

Baker and Daniels To Speak. Following the reading of this proclamation addresses will be made by Secretary of War Baker and Secretary of the Navy Daniels. Then will follow the presentation of the medals. The Betty Lehman flag, to honor the dead soldiers, will take a prominent part.

General Simms asks that all those who are to receive medals wear their uniforms on this day if possible. Isaac Gans, chairman of the medal committee, is assisting Colonel Harper.

FENDERLESS FOR CARS NO LONGER OFFEND

Fenderless cars have been introduced to Washington. All along Pennsylvania avenue the green cars of the Capital Traction Company have been running, minus fenders, since yesterday morning.

A letter received from the traction company by the Public Utilities Commission today stated that all cars leaving the Georgetown car barn would leave without fenders.

The fenderless cars are being given a tryout by the commission. The traction companies claim fenderless cars decrease the number of accidents.

The Washington Railway and Electric Company has not notified the commission on what line it will run fenderless cars.

RALLY FOR TEAMS IN ST. JOHN'S DRIVE

A grand rally for all captains and workers in St. John's College drive to raise the \$150,000 building fund will be held at the Hotel Harrington tonight. Organization will be perfected and instructions given the teams.

The teams will be organized to work outside the city and plans for extension of the drive will be completed.

On the list of those who lead in subscriptions reported by Mrs. James O'Neill, Miss Marie Holden, Miss Marie Rice, Miss Bessie Mills, Miss Ella Cranston, Miss Mary Rioridan, Mrs. F. W. Dunworth, Miss Agnes Whelan and Miss Nellie Long.

OLD ARMY BLUE IS CONSIGNED TO RAG BAG

Old-time army "blue," the pre-war dress uniform, is going into the discard.

Chief of Staff, March today recommended abolition of the uniform in the interests of "efficiency, economy, and simplicity."

Huge Human Flag to Be Background When 19,000 D. C. Heroes Get Medals

Washington is all set to pay honor to the 19,000 heroes of the District who were in the war, and Col. Robert N. Harper, chairman of the welcome home committee, said today the presentation of medals to these heroes was to be the greatest event happened in the District.

With a human flag of 5,000 girls for a background, the 19,000 heroes will line up on Independence Day in the Monument grounds, where Secretary of War Baker and Secretary of Navy Daniels will decorate them with the medals provided by the citizens of the District.

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5,000-Gallon Capacity. The fuel tanks will hold 5,000 gallons of gasoline. Oil tanks with a capacity of 1,000 gallons are provided, as well as tanks for 1,000 gallons of water. This water supply will be utilized for the motors, for drinking water, and for use in the two bathrooms.

After his examination of the designs, Alexander Graham Bell wrote as follows to Representative E. S. Candler, of Mississippi, who brought about the meeting between Mr. Bell and Colonel Eggleston.

"I have no doubt that the successful building of large weight carrying machines will depend upon the adoption of a cellular mode of construction. The great advantage of such a system is that the flying weight of the whole structure need be no greater than the flying weight of the individual cell."

"I have made many experiments with the triangular form of cell, which seems to be the basis of Colonel Eggleston's system, and while I am not prepared to say that it is the best, it is certainly a very good one."

Old Folks Join Wedding Procession, and Poor Old War Gets Blamed

"Older and middle-aged men are getting married in greater numbers than ever before."

This statement was vouchsafed today by Colonel Kroll, who is in charge of the marriage license docket at the District Supreme Court, and who is a keen student of wedding psychology.

"The past month of June," said Colonel Kroll, "is a record breaker in more than one respect. June is the proverbial marriage month, and it is therefore not surprising that the tradition should be carried out. But there is a new feature to this month's business. It is the large number of older and middle-aged men and women who have applied for licenses. Most of them were widowers and widows, and some of them were divorcees."

"I figure it out that they had sons who entered the service and were killed in the war, or daughters who joined the Red Cross or other organizations, taking them away from home. The fathers and mothers were thus left alone, and they felt that they should look for other comfort to fill the gap which was made in their home life by the leave-taking of their sons and daughters."

PAVONE WOULD CHANGE HIS NAME TO RAYMOND

Joseph Pavone, a native of Italy, wants hereafter to be known as Joseph Raymond, according to a petition he filed in the District Supreme Court asking for the change of his family name.

He declared that his father was Salvatore Ramondo and died when he was young. He said an uncle by the name of Pavone reared him and gave him his name. Pavone says he wants to become a citizen, but wishes to avoid the delay necessary before changing his name. He also wishes his children to be enrolled under their new name in the next school term.

District Man Plans To Build Airplane To Carry 50 Passengers

An aeroplane 240 feet across the found the rigidity in the lateral direction everything that could be desired, a weakness developed in the longitudinal direction. This was remedied by the adoption of a triangular mode of construction in which the triangular principle was carried out in the longitudinal as well as the lateral direction, each unit cell having the form of a tetrahedron.

Colonel Eggleston, who is well known in national scientific circles for various research work, has been actively engaged in airplane construction work since the outbreak of the war.

Colonel Eggleston's plane, the largest heavier-than-air machine ever designed, is made possible only by employing a totally new form of design, known as the "air-cell" system.

The plane, which will be built in October, has a wing spread twice the size of Commander Read's NC-4.

Designs Completed. The designs have been completed and the work is already under way to a certain extent. A carefully constructed model of the machine, when released from a great height, floated slowly earthward and finally made a perfect landing on the ground. Subsequent wind tests have proved the soundness of the construction principle involved.

Alexander Graham Bell, after thorough study of the model and the design, stated that the plans had followed closely numerous tests of his own and that he thought it entirely practicable. Other scientists and aeronautical experts have examined the plans, approving highly of the design.

The entire plan of the monster is carried out on a huge scale. The wings are twenty-two feet wide and are placed the same distance apart. The airframe is forty feet long. The rear plane, or stabilizer, is twenty by eighty feet, as long as the Martin bombing plane.

Double-Decker Car. The fuselage or body takes the form of a double-decker car seventy feet long by ten feet wide. On the lower floor, to the front is the passenger compartment, arranged like the interior of a Pullman car, with seats for fifty passengers. Just behind this compartment is the entrance door and a small vestibule with a circular stairway to the upper floor. The rear of the lower floor contains a dining room with tables for twelve people.

In the upper floor are the crew's quarters, the baggage room, pilot house and engine control room and wireless house.

The plane is equipped with four 800 horsepower motors, giving a speed estimated at 100 miles an hour. Two of these motors are already built and have been tested, giving a brake test of about 810 horsepower.

5,000-Gallon Capacity. The fuel tanks will hold 5,000 gallons of gasoline. Oil tanks with a capacity of 1,000 gallons are provided, as well as tanks for 1,000 gallons of water. This water supply will be utilized for the motors, for drinking water, and for use in the two bathrooms.

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Uses Special Plates. Colonel Eggleston proposes to build these plates for the sides of his cells from a special substance which he invented several years ago. This substance is made from cotton and linen rolled into flat sheets of the required thickness under tremendous pressure, and impregnated with a chemical which binds it into a strong fibrous material which is practically indestructible.

This material has been tested by chemists and engineering experts under all manner of stresses and conditions and has behaved in a remarkable manner. It is very light, is fire-proof, acid-proof, and water-proof. Its practicality is proved by the fact that it is a beautiful, dark gray color and takes a high polish.

Colonel Eggleston plans to build his cells of plates twenty-two feet in length and one-fourth of an inch thick. The only resistance offered to the air would be by the leading edge, which will be sharpened like a knife. These plates would do away with struts and a large amount of the guy wires used on the present plane.

Big Struts Offer Resistance. The disadvantage of the strut construction is that the weight and head resistance increases much more rapidly than the size of the plane. In the larger planes, such as the Handley-Page, the Caproni, and the NC planes, the struts are about six inches thick and are tremendously heavy to give the necessary strength, besides offering great head resistance.

Colonel Eggleston will place his four motors in the mouths of the cells, forcing a veritable cyclone of air through the cell. A small, wind-driven propeller in the rear end of the cell tunnel would drive the dynamo for generating electric current for lighting, wireless, and the motors.

The colonel is preparing to build a large factory in either Missouri or home State, or Oklahoma, to turn out the cotton and linen composition material for his plane.

He has but one million dollars capital to put into the construction of the plane.

"If I don't succeed at first," he said, "I will the second time, though I can see no reason for failure. The air-cell systems seems to me to be the only feasible plan for overcoming the great difficulties caused by increasing weight as the size of the plane increases."